forest will be accepted instead of non-forest land, in respect of forest land consisting of linear plantations on both sides of roads, canals etc. The issue of detailed guidlines in this regard is under process by the Ministry of Environment and Forest.

Affairs of Hindustan Shipyard and Cochin Shipyard

338. SHRI P. UPENDRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Hindustan Shipyard and the Cochin Shipyard are facing problems due to lack of orders;

(b) whether the Hindustan Shipyard Ltd., has received new orders from the Shipping Corporation of India;

(c) whether the Cochin Shipyard has been entrusted with building air craft carriers ; and

(d) what further steps Government are contemplating to make these units viable and functional ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SIR. SHRI JAGDISH TYTLER : (a) Yes,

(b) and (c) No, Sir.

(d) A proposal for revival of the Shipyards, keeping in view the latest changes in the import-export policy of the Government, is under consideration. Another proposal for capital restructuring of Hindustan Shipyard and Cochin Shipyard involving conversion of project developmental loans into equity, interest holiday, waiver of interest etc. is under consideration of the Government.

Fleet utilisation By DTC

339. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that in the Annual General Body Meeting of the Association of the State Road Transport Undertaking, held in March, 1992, it was observed that the fleet utilisation of some SRTUs was as low as 25 per cent as reported in the 'Indian Express' dated the 24th March, 1992 under the caption 'SRTUs must improve performance: Tytler' ;

(b) if so, what is the fleet utilisation of DTC;

(c) what are the reasons for under utilis:) tion of DTC fleet; and

(d) what are the efforts being made to make DTC more viable ?

THE MINISTER OF STATEOF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir

(b) The average fleet utilisation of DTC during the year 1991-92 has been 8 5.71 pel-cent.

(c) Does not arise in view of the answer to (b) above.

(d) Government have taken among others, the following steps to make the DTC more viable :—

(i) The fares of DTC have been revised w.e.f. 28-12-1991

(ii) To provide fast and comfortable services to the section of the com-muters who can pay a little more than the ordinary fares Green Line Express Services have been introduc ed at a flat fare of Rs. 4 per head per trip.

(iii) The fares of Chartered Buses running under DTC have also been revised.

(iv) All future recruitment? have been banned in DTC as a measure of reducing Administrative expenditure.

(v) The private buses are being charged Rs. 250 for utilising (he DTC bus shelters.